ALAMEDA COUNTY
CONGESTION MANAGEMENT AGENCY

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CALL FOR PROJECTS

2004/2005 TRANSPORTATION FUND FOR CLEAN AIR (TFCA) PROGRAM MANAGER (40%) FUNDS:

December 22, 2003

Dear Project Sponsor:

The CMA is requesting project submittals for the Transportation Fund for Clean Air (TFCA) Program Manager Funds for the FY 2004/2005. Project applications are due at the CMA Office, 1333 Broadway, Suite 220, Oakland, no later than 3:00 P.M. January 30, 2004.

As the overall program manager in Alameda County, the CMA is responsible for programming 40% of the additional $4 vehicle registration fee collected in Alameda County. The CMA will use 5% of the funds for program administration. Pursuant to the CMA's adopted Program guidelines, the remainder of the funds will be distributed as follows:

- Guarantee Program - 70% allocated to cities/county based on population, minimum $10,000
- Transit Discretionary - 30% allocated to the discretionary program for transit-related projects.

Beginning with the 1998/1999 cycle program, the CMA began programming the 30% discretionary transit component of the program on a two-year basis. The 30% two year program (FY 2004/2005 and FY 2005/2006) was advanced and approved in December 2003 and is therefore not included in this call for projects.

There will be approximately $1,270,000 in new programming capacity available for the 2004/2005 program. The 70% cities/county allocations are shown in Attachment A.

The minimum funding level for project requests in the program is $50,000. If necessary, sponsors are encouraged to include other supplemental funds in order to implement larger projects.

The CMA will measure the effectiveness level of TFCA funded projects using the TFCA cost of the project divided by an estimate of the total tons of emissions that are reduced due to the project. The overall aggregate cost-effectiveness of the Alameda County TFCA 40% Program must be $90,000 per ton or lower. Individual projects may exceed the $90,000 per ton limit, but may not exceed $100,000 per ton, as long as the overall aggregate cost effectiveness requirement is met. It should also be noted that projects with a better cost-effectiveness will be favored in order to meet the overall $90,000 per ton requirement.

Timely Use of Funds

Sponsors are reminded that the Program Manager (40%) program is subject to the CMA's adopted timely use of funds policy. Unless an exception is requested in the application, sponsors must:

1) Execute the fund transfer agreement within three months of receipt from the CMA,
2) Begin initiation of the project/program within three months of executed funding agreement,
3) All TFCA funds must be expended within two years of first transfer of funds from the Air District to the CMA,
4) Sponsors must submit requests for reimbursement at least once per fiscal year. Requests must be submitted within six (6) months after the end of the fiscal year, defined as the period from July 1 to June 30. All final requests for reimbursement must be submitted no later than six (6) months after the end of the fiscal year in which the project was completed,
5) Sponsors must submit annual progress reports within the period established by the Air District, and
6) Sponsors must submit required post-project monitoring reports within three months after the post-project evaluation period.

Application Packet

The application packet enclosed includes the following:

Attachment A	2004/2005 TFCA Fund Estimate	Reference information
Attachment B-C	2004/2005 TFCA Funding Application	Forms
Attachments D	BAAQMD Guidance on Cost Effective Projects	Reference Information
Attachment E	Input Data Charts: to calculate cost-effectiveness	Forms
Attachment F	Transportation Control Measures	Reference Information
Attachment G	Project Monitoring Requirements	Reference Information

Sponsors will be required to collect data for monitoring requirements and submit annual and final project reports for TFCA-funded projects. Information on monitoring requirements and annual/final report outlines are also included in the packet (attachment G).

Schedule

December 19, 2003	Call for Projects
January 30, 2004	Applications Due to the CMA
March 2004	Draft Program List Circulated for Comment
April 2004	CMA Board to Adopt Final Program
July, 2004 (estimate)	BAAQMD adoption of the Final Program (Any funds spent on projects prior to the BAAQMD Board approval of the projects are ineligible for TFCA reimbursement.)

If you have any questions please contact me at (510) 836-2560.

Sincerely,

Matt Todd

Matt Todd
Senior Transportation Engineer

Attachments

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Attachment A: FY 2004/2005 TFCA Fund Estimate

Agency	Population (Estimate)	% Population	Total % of Funding	TFCA Funds Available This FY	Rollover Debits/ Credits	Total Available to Program
Alameda	74,900	5.01%	4.99%	$ 63,377	$ 216,275	**$ 279,652**
Alameda County	139,100	9.30%	9.27%	$ 117,700	$ 216,533	**$ 334,233**
Albany	16,800	1.12%	1.12%	$ 14,215	$ (9,831)	**$ 4,384**
Berkeley	104,600	6.99%	6.97%	$ 88,508	$ (60,900)	**$ 27,608**
Dublin	35,500	2.37%	2.36%	$ 30,038	$ (41,903)	**$ -**
Emeryville	7,550	0.50%	0.79%	$ 10,000	$ (37,061)	**$ -**
Fremont	209,000	13.97%	13.92%	$ 176,846	$ 11,878	**$ 188,724**
Hayward	144,700	9.67%	9.64%	$ 122,438	$ 21,563	**$ 144,001**
Livermore	78,000	5.21%	5.20%	$ 66,000	$ (2,574)	**$ 63,426**
Newark	43,950	2.94%	2.93%	$ 37,188	$ 89,814	**$ 127,002**
Oakland	412,200	27.55%	27.46%	$ 348,785	$ (180,095)	**$ 168,690**
Piedmont	11,150	0.75%	0.79%	$ 10,000	$ 20,416	**$ 30,416**
Pleasanton	67,000	4.48%	4.46%	$ 56,692	$ (57,757)	**$ -**
San Leandro	81,400	5.44%	5.42%	$ 68,877	$ 42,901	**$ 111,778**
Union City	70,300	4.70%	4.68%	$ 59,485	$ (55,888)	**$ 3,597**
TOTAL:	**1,496,150**	**100%**	**100%**	**$ 1,270,150**	**N/A**	**$ 1,483,511**

TFCA Funds (estimate)	*$1,850,000*
Interest (estimate)	*$60,000*
Total Programming Capacity	***$1,910,000***
5% admin	*$95,500*
Available to program	*$1,814,500*
Guarantee 70%	***$1,270,150***

Notes:

1. Discretionary 30% funds are programmed once every two years. The next cycle of the Discretionary 30% funds will be programmed in FY 06/07.
2. Population estimates as of 01/01/2003 from Dept. of Finance (www.dof.ca.gov).

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ALAMEDA COUNTY
FY 2004-2005 TFCA
PROJECT APPLICATION

Project/Program Name: _____

_____

Agency Name: _____

Contact: _____

Phone: _____

Fax: _____

Email: _____

Address: _____

_____

Schedule	Start	End	Budget
Project Start			
Milestone 1:			
Milestone 2:			
Milestone 3:			
Milestone 4:			
Project End			
Project Evaluation			

List the Transportation Control Measures (TCMs) this project will be implementing (see appendix E for complete list of TCMs):

_____
_____
_____
_____

Expenditure Budget

Funding Source	Environ.	Design/Eng	Capital or ROW	Construct.	Admin. /Staff	Monitoring/ Evaluation	**Total**
FY 04/05 TFCA	$	$	$	$	$	$	**$**
	$	$	$	$	$	$	**$**
	$	$	$	$	$	$	**$**
	$	$	$	$	$	$	**$**
	$	$	$	$	$	$	**$**
	$	$	$	$	$	$	**$**
	$	$	$	$	$	$	**$**
	$	$	$	$	$	$	**$**
TOTALS	$	$	$	$	$	$	**$**

FINAL MONITORING REPORTS

Detail all TFCA projects sponsored by your Jurisdiction that have not submitted a final monitoring report (FMR):

Project Number	Project Title	FMR Scheduled Completion Date	Has this date been revised from the last progress report information (if yes, please provide additional detail)
__-ALA-__			
__-ALA-__			
__-ALA-__			

Project Type (check one)

- ☐ Clean fuel transit or school bus ⇒ Complete Attachment E
- ☐ Clean fuel vehicle > 8,500 lbs gross vehicle weight ⇒ Complete Attachment E
- ☐ Shuttle to rail/ferry/airport ⇒ Complete Attachment E
- ☐ Bicycle Lockers and Racks ⇒ Complete Attachment E
- ☐ Bicycle routes ⇒ Complete Attachment E
- ☐ Ridesharing, School-based ridesharing, transit incentive campaign or guaranteed ride home ⇒ Complete Attachment E
- ☐ Arterial Management/Transit Priority ⇒ Complete Attachment E
- ☐ Electric or Natural Gas infrastructure ⇒ Attachment E not required
- ☐ Clean fuel vehicle < 8,500 lbs gross vehicle weight ⇒ Attachment E not required

List: # of SULEV's ____ # of ZEV's ____ #of HEV's _____

SULEV = Hybrid Electric (limit $2,000 TFCA per vehicle)
Natural gas / propane (limit $4,000 TFCA per vehicle)
ZEV = Highway battery electric (limit $5,000 TFCA per vehicle)
City battery electic (limit $3,000 TFCA per vehicle)
Neighborhood battery electric (limit $1,000 TFCA per vehicle)
Three-wheel battery electric (limit $1,000 TFCA per vehicle)

To ascertain whether a vehicle is SULEV or ZEV, contact the manufacturer, or Vanessa Mongeon at the Air District, phone (415) 749-4982. Please contact CMA staff to determine funding limits associated with vehicle replacement projects.

- ☐ Smart Growth ⇒ Complete Attachment E, including a detail of the assumptions used, a copy of the approved planning document should also be submitted

Physical Improvements that support development projects that achieve motor vehicle emission reductions subject to the following conditions: 1)the development project and the physical improvements must be identified in an approved area-specific plan, redevelopment plan, general plan, or other similar plan; and 2) the project must implement one or more Transportation Control Measures (TCMs) in the Bay Area Clean Air Plan or the Bay Area 2001 Ozone Attainment Plan.

- ☐ Other (specify)_____ ⇒ Contact the CMA

Detailed Project/Program description (include project/program goal, how that will be accomplished, and how the project will reduce motor vehicle emissions):

ALAMEDA COUNTY FY 2004-2005 TFCA AMENDMENT

REPROGRAMMING FUNDS FROM A PRIOR/EXISTING PROJECT

Project Title: _____

Program Year: FY _____

Current TFCA$ programmed to project: _____

TFCA$ to be subtracted in reprogramming: _____

Justification for reprogramming:
__ *Project to be cancelled*
__ *Project will be/is completed under budget*
__ *Other (please specify)* _____

Will project still be viable if TFCA$ are reprogrammed? Y/N _____

Agency: _____

Contact person: _____

Mailing Address: _____

Phone: _____ Fax: _____

Email: _____

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BAAQMD List of Cost-Effective TFCA Project Types for TFCA Program Managers
January 24, 2002

Table 1 below provides a list of project types that Air District staff has determined to be cost-effective, based upon experience in administering the TFCA program. The table specifies the particular criteria and parameters that the project must meet in order to qualify for inclusion on this list. Projects should meet all the parameters and criteria identified.

The purpose of Table 1 is to assist County Program Managers and potential applicants for Program Manager funds in identifying the types of projects that are likely to result in cost-effective use of TFCA funds. *The list in Table 1 is advisory in nature*. The specific cost-effectiveness of each project will be determined on a case-by-case basis.

Please note that other project types which do not appear in Table 1, or which do not meet all the criteria and parameters identified, are still eligible for TFCA funding. Such projects may prove to be cost-effective, depending on the particular project characteristics and the amount of TFCA funds requested.

Although the Air District does not calculate cost-effectiveness for alternative fuel infrastructure projects, the table presents recommended parameters for TFCA funding of alternative fuel infrastructure projects which are likely to be approved.

Table 1 – Cost-Effective TFCA Project Types

Project Type	Criteria / Parameters
Replacement of Heavy Duty Vehicles: Transit buses, school buses, street sweepers, etc with GWV greater than 10,000 lbs. *Note: Given the high (and variable) incremental cost of hybrid electric and fuel cell vehicles, the cost-effectiveness of these vehicles must be determined on a case-by-case basis.*	1. TFCA $$ cover the incremental cost of the vehicle only for natural gas or propane engines. 2. Vehicle meets CARB's optional low-NOx standard, and is eligible for funding under the CARB Carl Moyer program. 3. Must demonstrate emissions reductions compared to comparable diesel engine.
Acquisition of Light Duty Alternative Fuel Vehicles: Cars, Trucks, and Vans with a GVW of 10,000 lbs or less. Natural gas, electric, or hybrid electric	TFCA $$ does not exceed the amount specified in TFCA Policy #15 (i.e. incentive amount offered via BAAQMD VIP program).
Shuttle / Feeder Bus service to rail and ferry stations and to airports *Note: Experience shows that it is difficult to predict the ridership of new shuttle services. Applicants for new shuttle services should attempt to comply with applicable parameters to the greatest extent feasible. However, the Air District is not able to identify specific parameters that would apply in the case of new shuttles.*	1. Documented ridership such that TFCA funding does not exceed $1.50 TFCA per passenger (total annual boardings). 2. Shuttle operates during peak periods only. 3. Shuttle service can demonstrate that ridership has held steady or increased in recent years. 4. *Note: The Air District encourages the use of shuttle vehicles that are powered by clean, alternative fuels (natural gas, electric, or hybrid electric). However, use of alternative fuel shuttle vehicles is not a requirement for purposes of this list.*

Table 1 – Cost-Effective TFCA Project Types (cont.)

Project Type	Criteria / Parameters
Provide Transit (or Vanpool) Incentive Programs	1. At least 50% of the incentive is provided by a match from the employer (or other non-TFCA source). 2. Program administrative and overhead expenses represent no more than 25% of the project cost (i.e. at least 75% of the funds are directly expended for incentives). 3. Program targets existing drive alone commuters.
Install Bicycle Lanes (in adopted bicycle plan or CMP)	1. Install new bike lanes on streets with ADT of 10,000 or more vehicles per day. 2. TFCA $ requested does not exceed $30,000 per mile of project length.
Install Bicycle Lockers	1. Documented demand for the lockers (e.g. waiting list). 2. TFCA cost does not exceed $1,000 per locker (or $2,000 for unit that accommodates two bikes).
Install On-Street Bicycle Racks	Total cost (rack, installation, & overhead) does not exceed $250 TFCA per rack (two- bike capacity per rack).
Provide Bicycle Racks on Transit Buses	Total cost (hardware, installation, and overhead) cost does not exceed $750 TFCA per unit (two-bike capacity rack).
Electric vehicle charging: installation of *publicly-accessible* EV charging units (No specific parameters are recommended as to TFCA funding to install EV chargers to support electric vehicles in public agency fleets.)	TFCA funds should not exceed $7,000 per site (hardware & installation) for sites with one conductive and one inductive Phase 2 charger. * For sites installing one conductive charger only, TFCA funding should not exceed $3,500. Installation of inductive chargers only is not recommended, since CARB has adopted regulation to phase out inductive charging beginning in year 2006. (* Note: Phase 2 chargers provide 208 to 240 volts with single phase 40 ampere power.)
Slow-fill natural gas fueling infrastructure	TFCA cost should not exceed $10,000 per unit.
Fast-fill natural gas fueling infrastructure	1. No specific funding parameters have been identified. Cost will vary depending upon the specific project. 2. Infrastructure should be made available, to the maximum extent feasible, to other public and private fleets, and to the general public (per TFCA Policy #16).

DATA FOR CALCULATING COST-EFFECTIVENESS & EMISSIONS REDUCTIONS FOR 2003-2004 TFCA PROJECTS:

The Air District has requested the CMA as the Program Manager to calculate the projected emissions reductions and cost-effectiveness of all the projects in the 40% program. Please fill in the specific chart applicable to your project with the input data requested and submit it with your application. Use the most accurate or best estimate data available and state all assumptions.

The suggested default values were provided to us by the Air District. **Where the default values do not apply to your project, please enter the applicable value and provide a detailed justification for your assumptions.**

New vehicle(s)	BUSES & CLEAN FUEL VEHICLES > 8,500 LBS GROSS VEHICLE WEIGHT: REPOWERS AND RETROFITS	
	Input Data	Default
Existing Engine Year		*Pre-1974=1, 1975-1983=2, 1984-1986=3, 1987-1990-4, 1991-1993=5, 1994-1995=6, 1996-1997=7, 1998=8, 1999-2002=9, 2003=10, 2004-2006=11*
Gross Vehicle Weight		*8,501-9,999=1, 10,000-14,000=2, 14,001-33,000=3, >33,000=4, Urban Bus (transit and school buses) >33,000 =4*
CARB Certification		*Has the new engine/control strategy received CARB approval*
Average annual mileage per vehicle		*estimated odometer reading mileage/yr.*
Number of repowered or retrofitted vehicles		
Total Incremental cost (for all vehicles)		*Incremental cost- difference between what is standard or required by regulation.*
REPOWERS		
Repower Engine Make		
Repower Engine Model		
Repower Engine Year		*CNG Bus >33,000 lbs = 1, CNG Buses & HDV 14,001-33,000 lbs = 2, HDV >33,000 lbs = 3, CNG Buses and HDV 8,501-9,999=4, CNG Buses and HDV 10,000-14,000=5*
RETROFITS		
Retrofit Engine Make		
Retrofit Engine Model		
Retrofit Device Name		*Engelhard DPX & Johnson Matthey CRT = 1, Cleaire Flash & Catch System = 2, Cleaire Flash & Match & Donaldson DCM DOCs = 3*

SMART GROWTH

Provide the data requested in the two sections below. Section 1 requests data on the vehicle trips that will be reduced by the project. Section 2 requests data on any new vehicle trips that will be generated by the project. Information supporting assumptions made for the data used should be included in the additional information section.

SECTION 1 Vehicle Trips to be reduced by Project

Project Component	# Trips reduced per day (one way)	# Days Per Year	Avg. One-Way Trip Distance	Source of Estimate

SECTION 2 New Vehicle Trips

Project Component	# New Access trips per day (one way)	# Days Per Year	Avg. One-Way Trip Distance	Source of Estimate

Additional Information:

TRANSIT INFORMATION SYSTEMS AND SHUTTLE/FEEDER BUS/RAIL-BUS INTEGRATION		
	Input Data	Default
# yrs. effectiveness		*1*
Eliminated Trips		
# eliminated 1-way trips/day		*Ongoing service - use survey results* *New service - use 50% seating capacity*
Days/yr. project in effect		*254*
Eliminated trip length 1-way in miles		*16 miles*
New Trips to Access Transit /Ridesharing		
# new trips/day 1-way to access transit		*50% of # eliminated 1-way trips/day*
Days/yr. new trips		*254*
New trip length 1-way in miles (home to station)		*3 mi. home to rail; no default for other project types*

Continued on next page

TRANSIT INFORMATION SYSTEMS AND SHUTTLE/FEEDER BUS/RAIL-BUS INTEGRATION (CONTINUED FROM PREVIOUS PAGE)		
Shuttle Trip Data		
# trips/day (1-way, bus/ shuttle/van)		
Days/yr. bus/shuttle/van in operation		*254*
Trip length 1-way in miles (bus/shuttle/van)		
Vehicle type		*Vanpool = 1; Shuttle = 2; Bus = 3*
Number of vehicles		
Engine year, make, and model		
Retrofit device name		
Total annual VMT (sum all vehicles)		
Vanpool Vehicle Data		
Gross Vehicle Weight (GVW)		*1= 5,751-8,500, 2=8,501-10,000, 3=10,001-14,000*
Emissions rating		*1=Baseline default, 7=LEV,8=ULEV, 9=SULEV, 10=ZEV*
Shuttle Vehicle Data		
Gross Vehicle Weight (GVW)		*2=8,501-10,000, 3=10,001-14,000*
Emissions rating		*2=Post-1994 diesel with Engelhard DPX or Johnson Matthey CRT filter; 3=Post-1994 diesel with Cleaire Flash & Catch (w/Engelhard DPX or w/Johnson Matthey CRT), or Cleaire Longview filter; 4=Post-1994 diesel with Donaldson DCM DOCs; 5=Post-1994 diesel with Cleaire Flash & Match; 6=1989-1994 gas; 7=LEV; 8=ULEV; 9=SULEV; 10=ZEV*
Bus Vehicle Data		
Emissions rating		*Engelhard DPX or Johnson Matthey CRT filter 1 = 1994/95, 2 = 1996-2001, 3 = 2002, 4 = 2003, 5 = 2004; Diesel Bus with Cleaire Flash & Catch System (with Engelhard DPX or Johnson Matthey CRT), or Cleaire Longview filter 6 = 1994/95, 7 = 1996-2001, 8 = 2002, 9 = 2003, 10 = 2004; Diesel Bus with Donaldson DCM DOCs 11 = 1994/95, 12 = 1996-2001, 13 = 2002, 14 = 2003, 15 = 2004; Diesel Bus with Cleaire Flash & Match 16 = 1994/95, 17 = 1996-2001, 18 = 2002, 19 = 2003, 20 = 2004; Gas Bus 21 = 1989/90, 22 = 1991-1993, 23 = 1994/95, 24 = 1996-2001, 25 = 2002, 26 = 2003, 27 = 2004; Alternate Fuel Bus (CNG, LNG, or hybrid-electric) NOx certification level 1.5 g/bhp-hr = 28, 1.8 g/bhp-hr = 29, 2.0 g/bhp-hr = 30, 2.5 g/bhp-hr = 31; Electric Bus = 32*

All vehicles used in any shuttle/feeder bus service must meet the applicable California Air Resources Board (CARB) particulate matter (PM) standards for public transit fleets. For the purposes of TFCA funding, shuttle projects comply with these standards by using one of the following types of shuttle/feeder bus vehicles:

a) an alternate fuel vehicle (CNG, LNG, propane, electric);

b) a hybrid-electric vehicle;

c) a post-1994 diesel vehicle and a diesel emission control strategy certified or verified by CARB to reduce emissions and be approved by CARB for use with the relevant engine (this option may require the use of ultra-low-sulfur diesel); or

d) a post-1989 gasoline-fueled vehicle.

No other types of vehicles, except for those listed in a through d above, are eligible for funding as shuttle/feeder bus service projects.

	BIKE LOCKERS AND RACKS		***OR***	**BIKE LANES/ PATHS/ ROUTES**	
	Input Data	Defaults		Input Data	Defaults
# yrs. effectiveness		*10 years*			*20 years*
locker/rack capacity		*Locker 2 trips/day* *Rack 1 trip/day*			*Project segment length (to nearest 0.1 mile, for gap closure projects, use the length for the total facility)*
# trips/day (1 way)					*Class 1 path and Class 2 lane (ADT < 12,000 veh./day):* *length < 1 mile = 0.4% ADT;* *1 < length < 2 mi. = 0.6% ADT;* *2 miles < length = 0.8% ADT* *Class 1 path and Class 2 lane (12,000 < ADT < 24,000 veh./day):* *length < 1 mile = 0.3% ADT;* *1 < length< 2 mi = 0.45% ADT;* *2 miles < length = 0.6% ADT* *Class 2 lane w/ADT ≥ 24,000:* *length < 1 mile = 0.25% ADT;* *1 < length< 2 mi = 0.35% ADT;* *2 miles < length = 0.45% ADT* *Class 3 route:* *length < 1 mile = 0.1% ADT;* *1 < length< 2 mi = 0.15% ADT;* *2 miles < length = 0.25% ADT*
days/yr. project in effect		*120*			*240 days*
trip length (1 way)					*3 miles*

Air District policy requires bicycle facility improvement projects be included in an adopted countywide bicycle plan or Congestion Management Program (CMP) to be eligible to receive TFCA funds.

Is the proposed bike route included in the Alameda Countywide Bike Plan? _____
(Please include a copy of the appropriate page(s) from the Countywide Bike Plan detailing the proposed project)

Is the proposed bike route included in the Alameda Congestion Management Plan? _____
(Please include a copy of the appropriate page(s) from the Countywide Bike Plan detailing the proposed project)

OR

	RIDESHARING		**SCHOOL-BASED RIDESHARING**	
	Input Data	Default	Input Data	Default
# yrs. effectiveness		*1*		*1*
# 1-way trips/day eliminated		*1% of target population*		
days/yr project in effect		*240 days max*		*180 days*
trip length (1-way) eliminated				

OR

	TRANSIT INCENTIVE CAMPAIGNS		**GUARANTEED RIDE HOME**	
	Input Data	Default	Input Data	Default
# yrs. effectiveness		*1*		*1*
# 1-way trips/day eliminated				*0.2% target population*
days/yr project in effect		*90 days*		*240 days*
trip length (1-way) eliminated				*14 miles*
# new trips/day to access transit				
days/yr (new trips) ?		*90 days*		
trip length (1-way) for new transit access trips		*3 miles*		

	ARTERIAL MANAGEMENT	
	Input Data	Default
# yrs. Effectiveness		*signal timing/synch. 2 (or 4 in some circumstances - signal timing projects may use a 4 year time frame if they agree to additional monitoring requirements) transit signal preempt. 10*
name of arterial		*Complete Attached Table*
segment length		*Complete Attached Table*
time period		*The time period over which the traffic volumes and speed will change (e.g. am peak, 4-7 pm, etc.). Be as specific as possible in the time breakdowns and include all hours in a period that will benefit, not just the peak hour. Complete Attached Table*
traffic volume		*Be as specific as possible with the traffic volume counts. Specify hours counts are from (for time period and direction of travel if specified above).*
travel speed w/o project		
travel speed w/ project		*max. increase 25%*
days/yr project is effective		*250*

Transit improvement projects are limited to transit bus priority and bus stop relocation projects. Arterial management projects can only be applied for arterials with an average daily traffic volume of 20,000 of more, or an average peak hour traffic volume of 2,000 or more.

The project description must specifically identify a given arterial segment and define what improvement(s) will be made to affect traffic flow on the identified arterial segment.

- Include in the project description a detail of what the "upgrade" consists of, including any specific hardware and software.
- Arterial information should be separated by direction and time period (i.e. Northbound /Southbound and a.m., midday, and p.m. volumes).
- Provide how the source and/or assumptions for current and proposed travel speeds. Please provide any documentation used.
- Detail the traffic signals that will be affected.
- If more than one arterial is being proposed, the information detailed below is required for each arterial.
- Include in the project description the plan to collect pre and post project information required for the final monitoring report requirements (see appendix G).

Projects that provide routine maintenance (e.g. responding to citizen complaints about malfunctioning signal equipment) are not eligible to receive TFCA funding. Incident management projects are not eligible to receive TFCA funding.

EXAMPLE ARTERIAL MANAGEMENT TABLE

Name of Arterial/ Direction/ Segment	Segment Length (miles)	Days/ Yr.	ADT/ Date Info Collected	Time Period	Traffic Vol. (in time period)	Source/Date Collected or Other Assumptions	Travel Speed w/o Project	Source/Date Collected or Other Assumptions	Travel Speed w/ Project	Source and/ or Assumptions
A Street NB (1st Ave to 2nd Ave)	0.09	250	21,000 7/03	7-9	2,200	Traffic counts/ Wednesday, 7/16/03	18	TETAP Study/ 3/03	22	(this may not have a source document, but should specify the assumptions used to predict the new speed)
A Street NB (2nd Ave to 4th Ave)	0.12	250	21,000 7/03	7-9	2,200	Traffic counts/ Wednesday, 7/16/03	18	TETAP Study/ 3/03	22	
A Street NB (4th Ave to -880 off)	0.20	250	21,000 7/03	7-9	2,200	Traffic counts/ Wednesday, 7/16/03	18	TETAP Study/ 3/03	22	
A Street NB (880 off-Main Street)	0.07	250	21,000 7/03	7-9	2,200	Traffic counts/ Wednesday, 7/16/03	18	TETAP Study/ 3/03	22	
A Street SB (Main Street to 880 off)	0.07	250	21,000 7/03	7-9	1,980	Traffic counts/ Wednesday, 7/16/03	17	TETAP Study/ 3/03	21	
A Street SB (880 off to 4th Ave)	0.20	250	21,000 7/03	7-9	2,600	Traffic counts/ Wednesday, 7/16/03	17	TETAP Study/ 3/03	21	

EXAMPLE ARTERIAL MANAGEMENT TABLE (Continued)

Name of Arterial/ Direction/ Segment	Segment Length (miles)	Days/ Yr.	ADT/ Date Info Collected	Time Period	Traffic Vol. (in time period)	Source/Date Collected or Other Assumptions	Travel Speed w/o Project	Source/Date Collected or Other Assumptions	Travel Speed w/ Project	Source and/ or Assumptions
A Street SB (4th Ave to 2nd Ave)	0.12	250	21,000 7/03	7-9	2,600	Traffic counts/ Wednesday, 7/16/03	17	TETAP Study/ 3/03	21	
A Street SB (2nd Ave to 1st Ave)	0.09	250	21,000 7/03	7-9	2,600	Traffic counts/ Wednesday, 7/16/03	17	TETAP Study/ 3/03	21	
A Street NB (1st Ave to 2nd Ave)	0.09	250	21,000 7/03	11-2	3,300	Traffic counts/ Wednesday, 7/16/03	19	TETAP Study/ 3/03	22	
A Street NB (2nd Ave to 4th Ave)	0.12	250	21,000 7/03	11-2	3,300	Traffic counts/ Wednesday, 7/16/03	19	TETAP Study/ 3/03	22	
A Street NB (4th Ave to -880 off)	0.20	250	21,000 7/03	11-2	3,300	Traffic counts/ Wednesday, 7/16/03	19	TETAP Study/ 3/03	22	
A Street NB (880 off-Main Street)	0.07	250	21,000 7/03	11-2	3,300	Traffic counts/ Wednesday, 7/16/03	19	TETAP Study/ 3/03	22	
A Street SB (Main Street to 880 off)	0.07	250	21,000 7/03	11-2	2,970	Traffic counts/ Wednesday, 7/16/03	18	TETAP Study/ 3/03	22	
A Street SB (880 off to 4th Ave)	0.20	250	21,000 7/03	11-2	3,900	Traffic counts/ Wednesday, 7/16/03	18	TETAP Study/ 3/03	22	

EXAMPLE ARTERIAL MANAGEMENT TABLE (Continued)

Name of Arterial/ Direction/ Segment	Segment Length (miles)	Days/ Yr.	ADT/ Date Info Collected	Time Period	Traffic Vol. (in time period)	Source/Date Collected or Other Assumptions	Travel Speed w/o Project	Source/Date Collected or Other Assumptions	Travel Speed w/ Project	Source and/ or Assumptions
A Street SB (4th Ave to 2nd Ave)	0.12	250	21,000 7/03	11-2	3,900	Traffic counts/ Wednesday, 7/16/03	18	TETAP Study/ 3/03	22	
A Street SB (2nd Ave to 1st Ave)	0.09	250	21,000 7/03	11-2	3,900	Traffic counts/ Wednesday, 7/16/03	18	TETAP Study/ 3/03	22	
A Street NB (1st Ave to 2nd Ave)	0.09	250	21,000 7/03	3-6	3,300	Traffic counts/ Wednesday, 7/16/03	18	TETAP Study/ 3/03	23	
A Street NB (2nd Ave to 4th Ave)	0.12	250	21,000 7/03	3-6	3,300	Traffic counts/ Wednesday, 7/16/03	18	TETAP Study/ 3/03	23	
A Street NB (4th Ave to -880 off)	0.20	250	21,000 7/03	3-6	3,300	Traffic counts/ Wednesday, 7/16/03	18	TETAP Study/ 3/03	23	
A Street NB (880 off-Main Street)	0.07	250	21,000 7/03	3-6	3,300	Traffic counts/ Wednesday, 7/16/03	18	TETAP Study/ 3/03	23	
A Street SB (Main Street to 880 off)	0.07	250	21,000 7/03	3-6	2,970	Traffic counts/ Wednesday, 7/16/03	19	TETAP Study/ 3/03	22	
A Street SB (880 off to 4th Ave)	0.20	250	21,000 7/03	3-6	3,900	Traffic counts/ Wednesday, 7/16/03	19	TETAP Study/ 3/03	22	

Name of Arterial/ Direction/ Segment	Segment Length (miles)	Days/ Yr.	ADT/ Date Info Collected	Time Period	Traffic Vol. (in time period)	Source/Date Collected or Other Assumptions	Travel Speed w/o Project	Source/Date Collected or Other Assumptions	Travel Speed w/ Project	Source and/ or Assumptions
A Street SB (4th Ave to 2nd Ave)	0.12	250	21,000 7/03	3-6	3,900	Traffic counts/ Wednesday, 7/16/03	19	TETAP Study/ 3/03	22	
A Street SB (2nd Ave to 1st Ave)	0.09	250	21,000 7/03	3-6	3,900	Traffic counts/ Wednesday, 7/16/03	19	TETAP Study/ 3/03	22	

Name of Arterial/ Direction/ Segment	Segment Length (miles)	Days/ Yr.	ADT/ Date Info Collect ed	Time Period	Traffic Vol. (in time period)	Source/Date Collected or Other Assumptions	Travel Speed w/o Project	Source/Date Collected or Other Assumptions	Travel Speed w/ Project	Source and/ or Assumptions

Federal and State Transportation Control Measures

Transportation Control Measures in the Federal Air Quality and Maintenance Plan for the Bay Area

	FEDERAL TCMs	DESCRIPTION
FTCM 1	Reaffirm commitment to 28% transit ridership increase between 1978 and 1983.	Increase transit ridership according to the transit operator's five-year plans.
FTCM 2	Support post-1983 improvements identified in the operator's five-year plans, and, after consultation with the operators, adopt ridership increase target for the period 1983 through 1987.	TCM 2 anticipated ridership gains through funding of productivity improvements in operators' five-year plans. MTC considers this TCM fully implemented.
FTCM 3	Seek to expand and improve public transit beyond committed levels.	This TCM is to upgrade and expand transit service between the years 1982/83 and 1987/88. The target was to increase the combined fleet size by 15% during this period.
FTCM 4	Continue to support development of High Occupancy Vehicle (HOV) lanes.	Implement HOV lanes where justified on a case-by-case basis; also includes highway ramp meters with HOV bypass lanes.
FTCM 5	Continues to support RIDES efforts.	Support for RIDES efforts in regionwide commuter matching services, vanpooling and employer services designed to encourage employees to participate in ridesharing activities.
FTCM 7	Reaffirm commitment to preferential parking program.	Support the development of park-and-ride lots, where commuters can leave their cars and complete trips by other modes.
FTCM 8	Encourage transit operators to work with Caltrans to identify underutilized lots along major transit lines that could be used as park-and-ride lots.	Applies to Caltrans' joint use park-and-ride program to establish lots in existing private parking areas.

	FEDERAL TCMs	DESCRIPTION
FTCM 9	Expand Commute Alternatives Program.	Encourages employers to promote alternatives to commuting in the single-occupant vehicle. Includes funding to conduct employer transportation coordinator training classes, market ridesharing to the media and employers, and outreach programs to employers.
FTCM 10	Develop Information Program for Local Governments	This TCM consists of providing information to local governments and developers detailing the role of local governments in addressing commute transportation and providing technical assistance.
FTCM 13	Increase bridge tolls to $1.00 on all bridges.	Would raise tolls to $1.00 on the Antioch, Bay, Benicia and Carquinez bridges.
FTCM 14	Bay Bridge surcharge of $1.00	Increase Bay Bridge toll to $2.00 to discourage single occupant automobile use and improve transit.
FTCM 15	Increase state gas tax by 9 cents	Raise State gasoline taxes from 9 cents to 18 cents per gallon. This measure takes credit for emission reductions due to a full 9 cent increase, phased in by 1995.
FTCM 17	Continue post-earthquake transit service	Continuation of ferry service initiated after the October 1989 earthquake and the expanded BART peak period service.
FTCM 18	Sacramento-Bay Area Amtrak service	Implement near-term improvements recommended in ACR 132 Rail Study. Assumes three trains in each direction between Sacramento and the Bay Area.
FTCM 19	Upgrade CalTrain service	Increase service frequency to 66 trains per day. Extend service to Gilroy.
FTCM 20	Regional High Occupancy Vehicle (HOV) Lane System Plan	Expand and improve HOV concept first proposed in TCM 4 by developing and implementing the HOV Lane Master Plan. Includes 221 directional miles of HOV lanes.
FTCM 21	Regional Transit Coordination	Includes multiple coordination initiatives: fare coordination, service coordination.

	FEDERAL TCMs	DESCRIPTION
FTCM 22	Expand Regional Transit Connection (RTC) ticket distribution	Expand on-going MTC program to provide a regional clearinghouse for sale of transit tickets to employers; encourage employers to subsidize tickets.
FTCM 23	Employer audits	Development of a program to review the TSM programs of selected employers in the region and to suggest actions to enhance programs. Will target specific large or mid-size employers and small employers for improved commute alternatives program.
FTCM 24	Expand signal timing program to new cities	Establishes a program to provide technical assistance to cities in the form of traffic monitoring, design of signal timing plans, and hardware improvements.
FTCM 25	Maintain existing signal timing programs for local streets	Involves the provision of technical assistance to cities for periodic program adjustments and coordination with adjacent cities.
FTCM 26	Incident management on Bay Area freeways	Incident management is part of Caltrans' Traffic Operations Systems (TOS). Assumes emission reductions from the initial phases of TOS on the approaches to the Bay Bridge.
FTCM 27	Update MTC guidance on development of local TSM programs	MTC report "Key Considerations for Developing Local Government TSM Programs" (December 1988) contains guidance on developing TSM programs and would be updated.
FTCM 28	Local Transportation Systems Management (TSM) initiatives	This TCM accounts for effects of new initiatives, such as Golden Triangle Task Force and Contra Costa County Growth Management Program.

Transportation Control Measures Adopted by the Bay Area Air Quality Management District in the 1997 Bay Area Clean Air Plan to Meet the California Clean Air Act

	STATE TCMs	DESCRIPTION
STCM 1	Expand employer assistance programs	Assist with training employee transportation coordinators and city/county transportation demand management coordinators; with starting-up transportation management associations; and with telecommuting programs, employee commute surveys, vanpool programs.
STCM 2	Adopt employer-based trip reduction rule	BAAQMD to implement regional employer-based trip reduction rule.
STCM 3	Improve areawide transit service	Increase local bus service; continue post-earthquake increase in BART service; expand rail service; upgrade CalTrain service.
STCM 4	Expedite and expand regional rail agreement	Based on MTC Resolution No. 1876, revised.
STCM 5	Improve access to rail and ferry transit stations	Improve feeder bus service and bicycle access; at transit stations add parking and encourage preferential parking for electric vehicles; add private shuttles from transit stations to employment centers.
STCM 6	Improve intercity rail service	Implement new intercity rail service in Auburn-Sacramento-Oakland-San Jose corridor
STCM 7	Improve ferry service	Per MTC Regional Ferry Plan.
STCM 8	Construct carpool/express bus lanes on freeways,	Based on “2005 HOV Master Plan”.
STCM 9	Improve bicycle access and facilities	Maintain Bicycle Advisory Committees and comprehensive bicycle plans; encourage bicycles on transit vehicles and on all bridges; encourage employers and developers to provide bicycle access and facilities.
STCM 10	Youth transportation	Allocate funds for discount youth transit tickets; encourage carpooling among students; convert school buses to clean-fuel vehicles.
STCM 11	Install freeway Traffic Operations System (TOS)	TOS includes traffic surveillance, traffic advisory signs, incident management, ramp metering; develop automated electronic toll collection facilities.

	STATE TCMs	DESCRIPTION
STCM 12	Improve arterial traffic management	Expand local signal timing programs for cities; study signal pre-emption for buses. Develop MTS Management Strategy. Improve arterials for buses and bicycles.
STCM 13	Transit use incentives	Improve coordination between transit operators regarding routes, schedules, transfers, fares; expand distribution of transit passes and tickets; consider fare reductions on off-peak.
STCM 14	Improve Rideshare/Vanpool Services and Incentives	Enhance ridesharing marketing services and provide incentives to vanpool and carpool. Examine opportunities to reduce vanpool vehicle acquisition and operation costs.
STCM 15	Local Clean Air Plans, Policies and Programs	Encourage cities and counties to incorporate air quality beneficial policies and programs into local planning and development activities, with a particular focus on subdivision, zoning and site design measures that reduce the number and length of single-occupant automobile trips.
STCM 16	Intermittent Control Measure/Public Education	Encourage public to reduce motor vehicle use on days of predicted ozone exceedances through "Spare the Air" program. Continue public education program to inform Bay Area residents about status of regional air quality, health effects of air pollution, sources of pollution, and measures that individuals and communities can take to help improve air quality.
STCM 17	Conduct Demonstration Projects	Promote demonstration projects to develop new strategies to reduce motor vehicle emissions. Potential projects will include telecommuting and electronic toll collection.

	STATE TCMs	DESCRIPTION
STCM 18	Implement Revenue Measures	Develop revenue measures needed to fund implementation of mobility improvement and user incentives: - Regional gas tax of $.10 - Continuation of CMAQ - Convert State Transit Capital Improvement (TCI) Program into a formula program.
STCM 19	Implement Market Based Pricing Measures	Measures would be based on: - "Smog Fee": vehicle registration fee based on emissions and miles driven. - Gas Tax increase - Consider expanding congestion pricing upon successful completion of Bay Bridge congestion pricing demonstration project - Encourage expansion of parking cash-out programs. Use revenues for transportation alternatives and equity programs.

Date _____

PROJECT MONITORING FORM 1
Ridesharing; Shuttle/Feeder Bus; Transit Information; Rail-Bus Integration; Smart Growth Projects

TFCA Project # _____ Project Sponsor:_____

Project Title:_____

Contact:_____ Phone:_____ E-mail:_____

TFCA $ Expended: $_____ Total Project Cost: $_____

Project Start Date:_____ Completion Date: _____

1. **Project Description:** Briefly describe the project's target population and the services provided.

2. **Monitoring Methodology:** Describe source of data provided below, and explain any assumptions made to generate data. If a survey was performed, provide a copy of survey form and summary data.

3. **Project Data:** Complete the section below that is most appropriate for your specific project type. Note: Round trips should be counted as two one-way trips for all project types.

A. Carpool Formation Projects: (also transit information projects)

Project Component	# Trips Reduced Per Day (One Way)	# Days Per Year	Avg. One Way Trip Distance

B. Transit or Rideshare Incentive Projects:

Project Component	Total # Recipients	Total $ Value of Incentives Provided	# Trips Reduced Per Day (One Way)	# Days Per Year	Avg. One Way Trip Distance

C. Shuttle / Vanpool Projects: Please describe fuel type and vehicle model for each vehicle used to provide the shuttle or vanpool service:

# Shuttle/ Vanpool Trips per Day	Avg. Shuttle/ VP Trip Distance (One-Way)	# Passengers per Day (One-Way)	Avg. Home to Work Trip Distance (One-Way)

4. **Other Requirements:** Check Parts J and L of the Project Information Sheet. Please respond to or attach information for any additional requirements here

Date _____

PROJECT MONITORING FORM 2
Clean Air Vehicle Projects

Use this form for clean air vehicle projects, including infrastructure. Attach additional sheets as needed.

TFCA Project # _____ Project Sponsor: _____

Project Title: _____

Contact: _____ Phone: _____ E-mail: _____

TFCA $ Expended: $_____ Total Project Cost: $_____

Project Start Date: _____ Completion Date: _____

Total # of Vehicles Acquired: _____

1. Clean Air Vehicles Acquired:

Provide documentation of purchase and the following information for each clean air vehicle acquired:

Manufacturer / Model	GVW	Fuel Type	Vehicle ID Number (VIN)	Month/Year Placed in Service

Old Vehicles Scrapped: For projects requiring vehicle retirement (prior to FY 99/00, or FY 02/03 and later), provide the following information regarding disposition of vehicles that were replaced.

Manufacturer	Model	Year	Engine Type/Fuel	Vehicle ID Number (VIN)	Method of Disposition	Resale Price (if applicable)

If vehicles were scrapped, provide documentation (e.g., DMV Notice to Dismantler form) that the VIN has been retired (engine block and frame/chassis destroyed). If vehicles were sold, submit vehicle sale/TFCA reimbursement form. Make check payable to Bay Area Air Quality Management District and specify "Account 49" on the check. If vehicles were retrofitted instead (allowable in FY 03/04), complete Form 4.

2. Alternative Fuel Infrastructure: For refueling/recharging infrastructure projects, please describe the infrastructure installed, including the location and capacity. Also describe public access policy, public access hours, and any specific limitations on public use of the infrastructure.

3. Other Requirements: Check Parts J and L of the Project Information Sheet. Please respond to or attach information for any additional requirements here.

Date _____

PROJECT MONITORING FORM 3
Bicycle Projects

TFCA Project # _____ Project Sponsor: _____

Project Title: _____

Contact: _____ Phone: _____ E-mail: _____

TFCA $ Expended: $_____ Total Project Cost: $_____

Project Start Date: _____ Completion Date: _____

Complete the section that applies to the type of bicycle project implemented. Use additional sheets as needed.

1. **On-Road Bicycle Improvements:** Provide the following information for each segment of project. Class 1 = off-street bicycle path. Class 2 = on-street bike lane. Class 3 = on-street bike route (no bike lane).

Segment Name	Class 1, 2, or 3	Segment Length

2. **Bicycle Lockers and Racks:**

	# Units Installed	Total Bike Capacity	Cost per Unit	Manufacturer	Avg. # Users per Day (If available)
Lockers					
Racks					

Provide a list of location(s) where lockers/racks were installed.

3. **Bicycle Racks on Buses:**

# Racks Installed	# Bikes per Rack	Cost per Unit	Manufacturer

4. **Police Bicycle Projects:** Provide information on bicycle usage (e.g., number of hours of use or number of miles ridden per day or per year), if available.

Type of Bike	# Bikes Purchased	Cost per Bike

5. **Other Requirements:** Check Parts J and L of the Project Information Sheet. Please respond to or attach information for any additional requirements here.

Date _____

PROJECT MONITORING FORM 4
Arterial Management Projects

TFCA Project # _____ Project Sponsor:_____

Project Title:_____

Contact:_____ Phone:_____ E-mail:_____

TFCA $ Expended: $_____ Total Project Cost: $_____

Project Start Date:_____ Completion Date: _____

Complete the section that applies to the type of project implemented. Use additional sheets as needed.

1. **Arterial Signal Timing Projects:** Use a separate reporting form for each road segment affected by the project. Provide information for both directions of traffic (e.g., N & S) using a separate line for each direction. Measure vehicle speed and traffic volume concurrently. The before project data shall be gathered within 3 months prior to construction and reported on Lines 1 and 2. The post-project data shall be gathered within 3 months after project completion and reported on Lines 3 and 4. **Note: The 2-year post project data (23 to 25 months after the construction of the project) is only required for projects that received four years of effectiveness at the time of project approval.** Provide a list of (or attach a map showing) locations of re-timed traffic signals.

Arterial/Segment:_____

Length (nearest 0.1 mi.)_____

	Data Collection	Time Period	Direction of Traffic	Days/Year Effective	Traffic Volume in Period	Average Vehicle Speed for Period
1.	Pre-Project					
2.	Pre-Project					
3.	Post-Project					
4.	Post-Project					
5.	2-yrs Post-Project					
6.	2-yrs Post-Project					

2. **Transit Bus Traffic Signal Prioritization Projects:** Provide the following information, using a separate column for each bus route that benefited from the project. The sponsor is encouraged to provide any additional information that helps document the impact of the project on bus ridership.

Route number (Use a separate column for each route)	Rte ____	Rte ____	Rte ____
Distance of bus route (one way)			
Days per year of service			
# Runs per day (one-way) with and \ without project	\	\	\
Average bus speed with and \ without project	\	\	\
Average passengers per run with and \ without project	\	\	\

Provide list (or attach map) showing locations of traffic signals where transit signal prioritization systems were installed. Indicate where other improvements were made to the arterial to improve transit speeds (e.g., bus bulbs, queue lanes).

3. **Other Requirements:** Check Parts J and L of the Project Information Sheet. Please respond to or attach information for any additional requirements here.

TFCA ANNUAL REPORT FOR ACTIVITY DURING FY 2002/2003

Please update any information in the fields as applicable, and complete the written summary sections.

Mail completed form to: Alameda County CMA
Attn: TFCA Project Monitoring
1333 Broadway, Suite 330
Oakland, CA 94612

02ALA03 **Oakland** **Bike Lanes**

CONTACT	Joe Someone	**EMAIL**	jsomeone@oaklandnet.com
PHONE	(510) 238-5555	**FAX**	(510) 238-5556

	CMA Data	Update		CMA Data	Update
NET TFCA AWARD	$50,000.00		**PERCENT COMPLETE**	25%	
REIMBURSED TO DATE	$30,000.00		**DATE GRANT EXPIRE**	12/1/2005	
ACTUALLY SPENT TO DATE (Incl. reimbursements)	$36,000.00				

MILESTONES	**PROJECTED**	**REVISED**	Update	**ACTUAL**	Update
Project Start	**Nov-2003**			Nov-2003	
1. Design	**May-2004**			May-2004	
2. Bid and Award	**Oct-2004**			Oct-2004	
3. Start Construction	**Apr-2005**	May-2005		May-2005	
4. End Construction	**Sep-2005**	Nov-2005			
Project Completion	**Nov-2005**	Feb-2006			
Final Report/Monitoring Requirements	**Jun-2006**				

If milestones fields (1-4) are blank, please fill in any appropriate milestones.

Provide a brief description and explain changes (if any) in the project scope since the project was originally approved:

No changes in the scope of the project have been made.

Summarize activities completed as of June 2005 **(mo/yr):**

Design as well as bid/award were completed according to schedule. Construction started one month late due to unseasonal weather conditions, construction is estimated to be completed one to two months later than originally projected. However, the delay in the construction schedule will not affect the final monitoring report milestone date.

Provide a description and schedule for activities that remain to be completed:

Construction will be completed at the middle of November 2005. Final monitoring report will be submitted in June 2006.

If necessary, use additional paper.